

25X1A

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15 March 1963

MEMORANDUM FOR THE RECORD

SUBJECT : Additional Developments on Generator Problems 14 March 1963

REFERENCE : Memo to DD/R from AAD/OSA, Dated 14 March 1963;
Subject: "U-2 Generator Brush Failures" ([redacted]) 25X1A

25X1A 1. As further to the reference, during the hectic afternoon of the fourteenth a good deal of the discussion on the generator problem unfolded with Colonel Geary in my office. He made a phone call to [redacted] 25X1A
[redacted] at Wright-Patterson to check through him on the status of SAC's BRASS KNOB capability and apparently was told by [redacted] that SAC had 25X1A
multiple generators problems, which unless corrected would result in a depletion in their capability to execute BRASS KNOB flights by the close of business 16 March.

25X1A 2. Colonel Geary then asked if it would be possible for us to release to SAC several of the 500 AMP generators installed in Articles 358 and 359 25X1A
at Edwards. I told him to tell [redacted] that we would arrange this, and after Geary hung up with [redacted] Dr. Scoville called and we had an extended discussion of the whole problem, culminating with his agreement that we should release to SAC initially two 500 AMP generators for support to BRASS KNOB.

3. Colonel Geary then called General Dick Ellis, Executive Officer to General LeMay, about 1800 hours and put him on notice that SAC might be coming in with word of their generator problems and the resultant inability to execute BRASS KNOB missions. Colonel Geary specifically asked General Ellis not to inform General LeMay of this unless and until SAC came in with word of their troubles. In a subsequent conversation with Dr. Scoville, I reminded him that if we were to release the generators from Articles 358 and

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359, we would be unable to conduct the [] tests scheduled for the end of this month. I also pointed out to him that the delivery date of the new aircraft, Article 356, would necessarily be delayed on a day-for-day basis unless and until the generator problems were adequately resolved.

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4. Not long thereafter Dr. Scoville called back, reporting on a conversation he had had with [] regarding SAC's alleged difficulties with the generator. According to Dr. Scoville, SAC was not reporting such a problem and even stated that they had six missions ready to fly on 15 March and in effect were not in need of the kind of assistance we could afford them. Dr. Scoville then asked that steps be taken to make certain that the two spare generators, either at Burbank or being returned to Burbank, be held there by Lockheed and not turned over to SAC unless and until the question of their use for them was properly resolved.

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5. On hearing of this development, I called Colonel Geary at his home to report that there was a controversy between the information [] was giving Dr. Scoville and that which [] had reported to him earlier in the afternoon. I also told Geary that we would hold on to the 500 AMP generators until he and [] could reconcile their differences. Colonel Geary was quite upset and was nonetheless so when I told him that [] was upset with him because he, [] inferred from what Dr. Scoville said that Colonel Geary had been in some form of direct communication with SAC which [] regarded as his exclusive province. I told Colonel Geary that I had reassured Dr. Scoville that this was not the case and that all that any of us was trying to do was to be of assistance to SAC in their hour of need. On this pleasant note the subject of generators was concluded except for agreement with [] that he would leave 15 March for Burbank to sit in on discussions at Lockheed regarding the problem.

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JAMES A. CUNNINGHAM, JR.
Deputy Assistant Director
(Special Activities)

cc: DD/R

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[REDACTED]
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15 March 1963

MEMORANDUM FOR THE RECORD

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SUBJECT : Conversations with Kelly Johnson and [REDACTED] 13 March re
Engine Problems and J-58 Standdown

25X1A 1. In the course of a discussion between Kelly Johnson, Colonel
Ledford and myself, the former mentioned that "we are now standing down
[REDACTED] on J-58's" for what he described as the following reason:

A locking cup washer at one end of the gear case driveshaft
"falls into the sump", which tends to increase the Hazard of
internal engine fires by blocking the action of the scavenger
pump. Kelly said that this trouble was experienced "by my
friends in Alligator Land".

25X1A 2. Mindful of the inevitable reaction to mishaps of this sort, with
Colonel Ledford's concurrence I contacted [REDACTED] at East Hartford to
see if Pratt and Whitney was (a) aware of the problem, and (b) doing some-
thing about it. [REDACTED] told me that he had recently finished a conversation
25X1A with [REDACTED] on the subject as a result of Kelly Johnson having called
25X1A Pete Scoville, apparently prior to our conversation with him and that Kelly
was reporting the nature of the difficulty and the projected fix to the DD/R.

3. The criticality of this item is associated with the fact that the
locking cup washer appears to go into resonance at an unspecified critical
speed on the engine with the result that bits and pieces from the washer chip
off in the scavenger pump. This results in the breather pressure going sky
high and increasing thereby the danger of internal fire or at a minimum
coking on the number two bearing.

25X1A 4. [REDACTED] states there have been eight instances of this phenomenon
to date, all at West Palm Beach and none at East Hartford or [REDACTED] They

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apparently occur in the range of from six to thirty hours of engine running time after green tests and are a critical safety item which [redacted] and company are currently working on. A quick fix is on the way and expected before the end of the week with a major fix next week. Bob described this as fairly normal considering the fact that there are 3,900 parts in the engine, and I believe that it was just another case of Kelly taking particular delight in attributing down time to his old arch enemies "the engine manufacturers".

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[redacted]
JAMES A. CUNNINGHAM, JR.
Deputy Assistant Director
(Special Activities)

cc: DD/R

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